

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:47 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 016 Const Calendar Day: 912 Date: 08-Mar-2012 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 05:30 PM Break: Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Sunny with the morning Fog

Working Day ☒ If no, explain:**Diary:**

Dispute

cable erection

Installation of Strands No. 83, 84, and 85



- INSTALLATION of Strand No. 83 completed shortly following my arrival at 7:30;
- Rough Adjust (RA) Strand #83 South at 7:55 moving the strand 1360mm east; Jack Hunter was assigned to the wood block, again.
- At 8:06, Floating of Strand No. 84 over the South Saddle was complete;
- RA (II) on Strand #83 South at about 8:10, with the strand moving 75mm to the West, with the net move of 1285 to the East;
As has been the practice recently, No One was on the wood block during this 2nd adjustment;
- RA Strand #83 North at about 8:45 with some stoppages and a resumption at 9:07;
There was a lot of effort to address the spacing problems between the divider plates using jacks, wood blocks,...up until 9:00
For the first time in a long time, Ethan made an effort to tap on some of the wood blocks. I did not get a chance to measure the movement of this strand;
- Hauling frame carrying Strand No. 85 over the N. saddle at about 9:00;
- Begin forming Strand #84 South at about 9:30;
- Float Strand No. 84 North at about 10:15
For the first time (for me) I observed that the floating of a strand had not been completed while another one was being hauled. So was the case on Strand # 84North, which was on rollers at the time the haul frame came over the North saddle carrying Strand #85. The crew used care in floating Strand #84 over the saddle as to not damage either strand. I witnessed the entire floating operation of strand #84 and was satisfied with the effort the crew made in ensuring the integrity of the two strands;
- Inspection of Strand #83South: I did this inspection with Victor@ about 10:00. The attached photos show the status of the strand at locations where the trough widens to widths of about 65mm;
- Inspection of Strand #83North: Unfortunately, there was not enough time during the 15-minute break to thoroughly inspect this strand as the crew was partially back at work before I could finish my inspection. This inspection was carried out on the heels of the inspection of strand #83South. My cursory inspection



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did not reveal any problems at this location, however.

- At about 11:35, the Installation of strand #84 South came to an end, while on the North side, the installation of this strand just got underway;

- Hauling of Strand #85 completed at 11:45;

- Begin RA of Strand #84South at 11:43: This strand had an inordinate amount of slack coming out of the saddle. Adjustment ended at 11:52 with a total move of 1090 to the East;

Obra was the man banging on the wood block here initially. As it has been the norm, following the 5-minute pause during which time the crew takes the clamp off the strand prior to the resumption of adjustment, he did not return to man the post. The wood block remained un-manned during the rest of the adjusting operation. The strand looked acceptable, however.

- Inspection of Strands 83 and 84 North: Done during the lunch break, with strand #84 not quite complete at the West end of the saddle. There are several photos showing the status of Strand #83 in a trough that is 65-70mm wide with meandering wires. There were no visible "X" wires and strand #84 looks acceptable before the adjusting;

- Inspection of Strand #84 South: Again, this inspection is done prior to the adjusting operation and except for an in-process problem pointed out by D. Wright (see his diary) there does not seem to be any problems at this location;

- Installation of Strand #84North done, which COMPLETEs the INSTALLATION of strand #84;

- Resume RA of Strand # 84 South at 13:14: This is the 2nd adjustment on this strand with a another 70mm move to the East, for a total of 1160mm movement to the East;

No one was on the wood block at all and as a consequence, the strand completely lost its nice rectangular, flat top shape out of the saddle. I told Andre about this incident and more than likely he relayed that message to D. Meche (as I am not interacting with Dave) for he came over to take a look at this strand. The funny thing is that there is a pointed wood block in the adjacent trough. It must have been driven to maintain a reasonable spacing between the divider plates; otherwise, it is not doing a bit of good for maintaining the strand in an acceptable shape. The bottom line is that no one here at the Tower from the ABF work force cares about this issue, and if they do (e. g. Andre, they do not have the power to implement.)

- RA Strand No. 84N at 13:45: This strand moved 1150mm east and once the adjusting resumed at 14:02, it was moved 70mm West, for a total of 1080mm move to the East;

In a very familiar scene, there was no body tending to the wood block here. Tony did call for someone to come over, but he starts the adjusting, regardless. As a result and similar to the South side, this strand experienced a severe banking as well as can be seen in the attached photos. Brian Boal was present at the site during the RA of Strand #84 North and South and took note of the events that took place.

- Begin Hauling Strand #86 at 13:22 and by about 13:40, it was over the N. Saddle;

- Float Strands 85North & South at about 13:20;

- Checking Twist on Strand #85 North and South on the main Span (per Bob's request): No Twist;

I left the site at about 16:15, just about the time ABF was preparing for the RA of strand #85 on both sides. At about this time word trickled down that when Andre talked to David Meche in regards to the wood block on strand #84 south, he replied that "...for that little itsy move...tell him to F***off." But he did not realize that Obra left the post during the 1st RA right after the crew paused to take the clamp off and

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never returned.

I spoke to Brian Boal regarding my strong inclination to stay at the tower, but he said that he had not made up his mind, yet, as to what direction he is leaning. Later on in a casual conversation with the group, I was told that I was not even supposed to speak to Andre regarding work, in an on-going effort to defuse the volatile situation at the tower.

- For the names of crew members, refer to D. Wright's and V. Altamirano's diaries;
- Hours Worked: 7:00 – 17:30
- Overtime Hours: 2.00

04-0120F4

Bid Item: 067

C-PWS-006.067

Install & Adjust PWS 6-10

AMERICAN BRIDGE/FLUOR, A JV

Attachment



Strand74South



Strand84SouthAfterAdjustment (2)



Strand74South (1)



Strand84NorthAfterAdjustmentandadjacenttroughs2

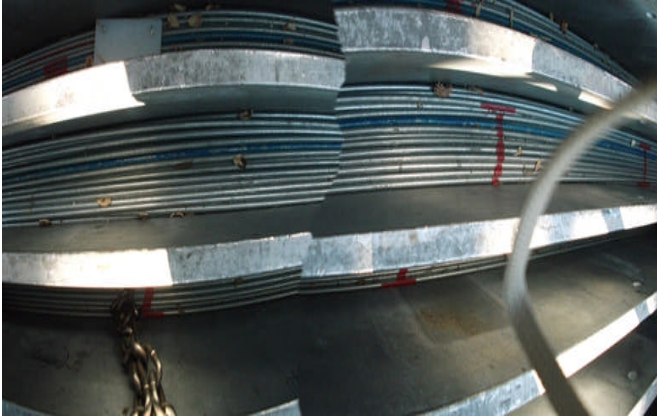
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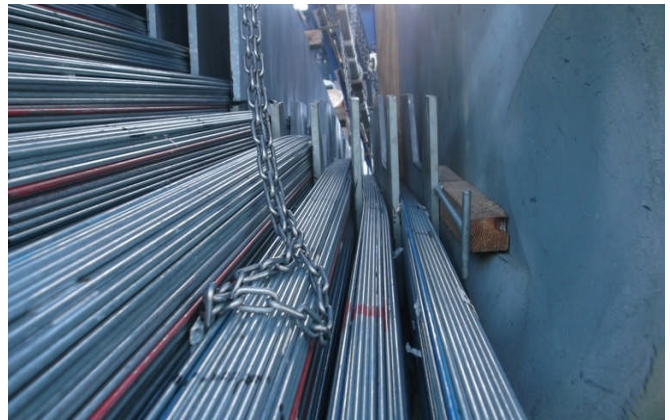
Strand83South (1)



Strand84NorthAfterAdjustmentandadjacenttroughs1



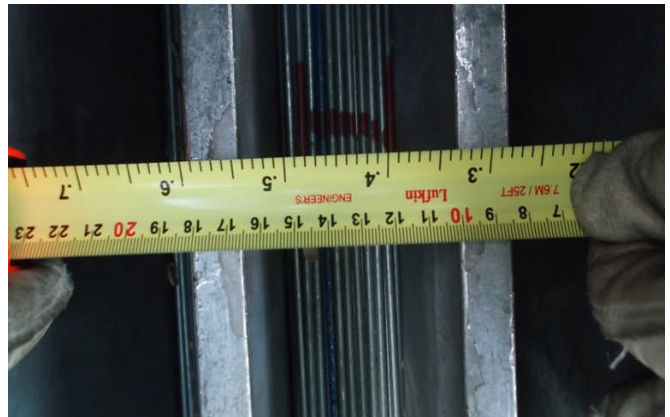
Strand83South (4)



Strand84NorthAfter Adjustment andadjacent troughs



Strand84SouthAfterAdjustment (1)



Strand83South